



CHESAPEAKE MULTIHULL ASSOCIATION NEWSLETTER

<http://www.chesapeakemultihulls.org/>

September 2010

From the Helm - Larry Forgy

After the hottest summer on record, I think most of us are looking forward to some fall sailing on the Chesapeake. Not only is the temperature more agreeable, but the winds are usually better as well. Let's just hope that we can continue to dodge any hits by hurricanes, which by the way, are predicted to be more active than usual this year.

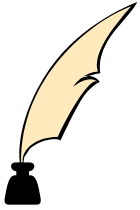
Racing, of course, continues into the fall with a series of both high-point and non high-point events. Some of the best cruising also takes place this time of year. If you feel moved to do a little exploring and would like some company, let us know. Our cruising coordinator, Rear Commodore Terry Boram, can post an item on the web site, or you could send an email to our Yahoo newsgroup.

CMA activities are also happening off the water this time of year. We are getting ready for our annual boat show event in October. This year we are changing the format a bit, and instead of a dinner, we are hosting a reception with appetizers and a cash bar. We are also moving it back to within walking distance of the boat show, and are inviting multihull related exhibitors to make very short presentations. We are hoping the new format and location will encourage more non CMA members to attend, so let anyone you think might be interested know they are welcome.

We are also exploring a few longer term potential changes for the club. One of the least attended races of the season is the Cedar Point Race. In the middle of August, it is usually plagued with light winds, and there is no way to shorten the course after the start. Responding to dissatisfaction with the race, Fleet Captain Doug Dykman is exploring alternatives for mid-August racing. Discussions so far have even included the possibility of getting involved in the creation of a new event. This would mean a serious resource commitment by the club, but also the possibility to raise the visibility of the club and have an event crafted the way we want. We are thinking, for example, that we could build in a cruising activity, rather than just having it added on after the fact.

Another potential change has been initiated when the Board of Directors approved a working group to take a fresh look at the club's ratings system. Our rating formula is old, as ratings formulas go, and although it has evolved to keep up with changes in the boats, some feel that over time our ratings have diverged considerably from the way similar boats are rated elsewhere. The working group will not rush into any changes, and will be only advisory anyway. It will spend some time gathering data from around the country, including both ratings and methodologies, and will try to determine what, if any, changes we might want to make to our system.

In the meantime, there is still lots of sailing season left. See you on the water.



Quote of the Month

"A sailor's joys are as simple as a child's." Bernard Moitessier

Upcoming CMA Events

September

- 11 NASS to Oxford
- 12 Hammonds Memorial Race
- 18 PSA to Queenstown (Fun Race)

October

- 2 Havre de Grace Fall Invitational
- 7-11 Annapolis Boat Show
- 10 Annual Boat Show Dinner (see article)
- 16 USS Constellation Cup
- 23 Baltimore Harbor Leukemia Cup
- 24 Baltimore Harbor Fall Back

November

- 11 General Membership Meeting w/ Jim Brown as Guest Speaker (see article)

December

- 11 Christmas Party (Location TBD)

Membership Matters - Jim Nealey

New and renewing members, please complete a [membership renewal form](#) with your preferred or revised contact information, make your check payable to the Chesapeake Multihull Association and mail to me. This is most important for those of you who plan to race with the fleet this season.

Wishing that you all sail fast and safe this season. Thanks.

Website

<http://www.chesapeakemultihulls.org/>

Do you have a web design background? Is so we could use your help. We are ready to switch from FrontPage to a software yet determined. We are looking for guidance and a shoulder to cry on when times get rough (arararar). If you are website savvy and would like to help your club make its communications more effective contact Terry the club's e-mail address. Any help is welcomed.

As always your suggestions and comments are welcomed. chesapeakemultihulls@gmail.com

Upcoming Fall/Winter Meetings

We are looking for suggestions for guest speakers for our January, February and March meetings.

- Local interest
- Maintenance
- Technical
- Cruising
- Racing

Contact [Gary Spesard](#) with your suggestions.

October Meeting Reception

Our Annual Boat Show dinner has been moved back to within walking distance of the show. **On Sunday, October 10th** come join us at [Carrol's Creek Cafe in Eastport](#). This year the board is making a special effort to invite any vendor who is participating in the show to join us. They will also have an opportunity to speak for no longer than 10 minutes if they choose. We are inviting vendors from the show as well as any multihull enthusiasts. While no formal presentation is planned we have extended an opportunity to any vendor to speak for no longer than 10 minutes.

November Meeting

On Sunday, **November 14th** at the Annapolis Public Library the Board of Director's meeting will begin at 1:00 p.m. As usual all are welcome to attend the Board Meeting.

At 2:00 p.m. we have a special guest speaker. **Legendary Multihull Designer Jim Brown will present a brief overview of multihull history, from the Stone Age through the recent Americas Cup.** He will also talk about differences between cats, tris and proas, and show off our new amphibious campsite trimaran, the Seaclipper 20. Make plans now to here from one of the forefathers of trimarans.

JIM BROWN'S BIO (<http://www.outrig.org/outrig.org/OutRig.html>)

James W. Brown, marine architect, multihull pioneer, builder, sailor, teacher, author.

In the 1950s—

Helped build the first large molded fiberglass boats in the U.S. Built the first modern cruising trimaran and sailed it on a 2,000-mile ocean voyage with bride Jo Anna.

In the 1960s—

Designed the SEARUNNER Series of ocean cruising trimaran sailboats for amateur building. These designs attracted some 1,600 builders worldwide; several have completed world cruises.

In the 1970s—

Sailed the coasts of Central and South America with family. Wrote The Case for the Cruising Trimaran published by International Marine, which sold 11,000 copies. Developed and patented the "Constant Camber" method of producing compound-curved plywood modular boat components.

In the 1980s—

Transferred Constant Camber technology to peasant fishermen in several remote locations in Africa, The Philippines, and the Central Pacific Islands where it is now used to produce sophisticated working watercraft for fishing and transportation. Wrote often for the yachting press. Personal trimaran SCRIMSHAW selected by the editors of Sail as among "The 100 Greatest Sailing Yachts in North America." Taught wood-epoxy technology at the WoodenBoat School.



(Scrimshaw, courtesy of Outrig.com)

In the 1990s—

Inducted into the Cruising World Hall of Fame. Guest lecturer at Mystic Seaport on yachting history and at University of North Carolina for architectural seminars. Designed small multihulls for mass production in rotomolded polyethylene, thousands sold for rental and expedition service. Voyaged to Cuba. Designed several large catamaran excursion craft built with Constant Camber and certified by U.S. Coast Guard for carrying passengers on offshore routes.

In the 2000s—

Recipient, award for outstanding achievement, New England Multihull Association. Co-founder, the OUTRIG! Project, "to collect, preserve and disseminate the history and lore of modern seafaring." Seventy four years old (2008), two grown sons (both boat designers and builders). Writes, sails, kayaks, and resides with Jo Anna, wife of 51 years, in rural Tidewater Virginia.

December Meeting Party

While Jere and Doris Glover again has graciously offered their home for our annual holiday party, the board is reviewing other options. These options will include a change of day from Sunday to Saturday so that people can say longer to socialize. We are considering two clubhouse locations options that will allow caterers (or their own auxiliary) and allow us to bring in a DJ.

An e-mail will be sent soon with all the details. Our Annual Holiday party is on the calendar for Saturday, December 11th.

Cruising - Terry and Clint Boram – Cruising Chairs

It's not to late to register. Deadline is September 16th.

PSA to Queenstown Fun Race

This year we decided to try a Family Fun Race as a cruising event. Thanks to our Fleet Captain Doug Dykman, the Potapskut Sailing Association has grant the multis a start for this fun event. The race is from the Baltimore Light (off the Magothy) to Queenstown (off the Chester River). This event though is really all about the party at the end. Once there and comfortably rafted up the organizers will bring a large work boat out for a free cocktail hour and snacks. PSA will present awards at that time.

There are no shore facilities so plan on cooking dinner on your boat. Clint and I have a small grill if anyone wishes to use it. In the morning we will have an organized potluck Breakfast. Bring your favorite continental breakfast item and beverage. Muffins, hard boiled eggs, donuts, fruit, coffee, OJ, flavored teas or mimosas. Whatever you want to share. Bring your own coffee mug and enough to share with others. It will be an early breakfast so that those who are racing back can get to the start line on time.

If you were at the Haven Harbour event you heard us talking about this race and the suggestion for special awards. So in the spirit of having fun we will have the following "in fleet" competition.

Female Skipper Award - Let the women take the helm. We encourage everyone to participate in this award however we will not force you to. Check in with Terry on Tri Dreaming prior to the start if you will be participating. The winner will be declared on corrected time. We will recognize you at our raft-up that evening. You will receive your trophy at our awards dinner in February.

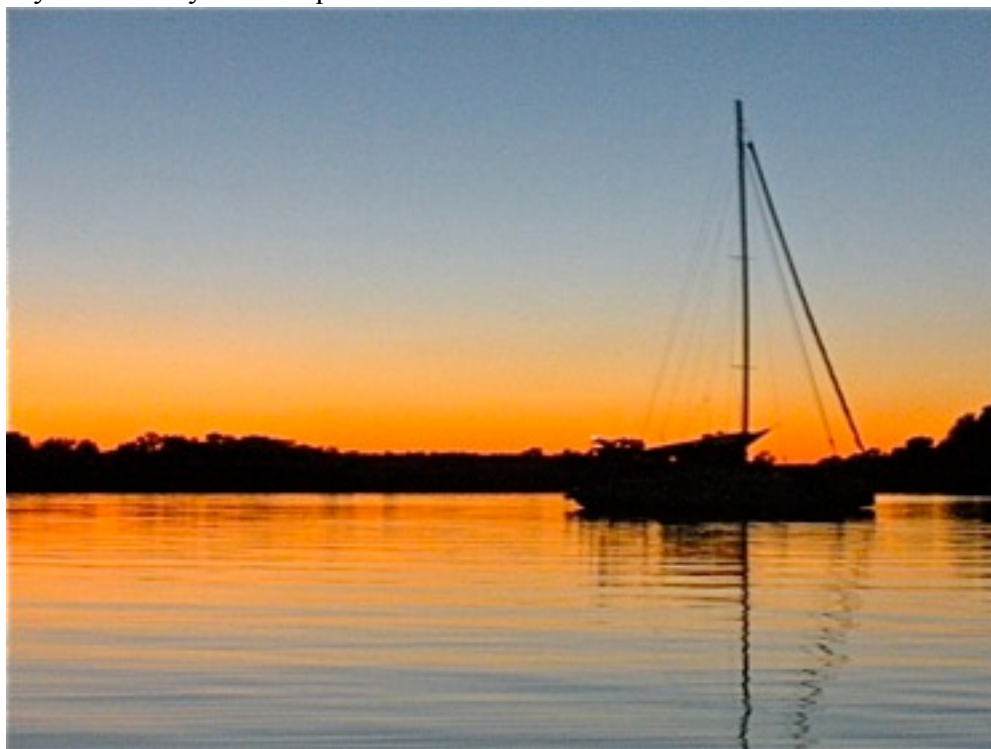
Most Family Members On Board - This is a family event so we encourage you to have them along as crew. Even the family dog will count!

Most Creative "Uniform" - Have you ever seen the crew aboard Donnybrook in their green shirts and khaki shorts? Well we are looking for something like that but with a fun and creative twist. Get inventive. Remember it's all about having fun. You might see some pink bunny ears on board Tri Dreaming.

You will need a rating in order to participate in this event. Contact Kiyoshi for a courtesy rating. Give him the make and model of your boat. If he needs any more information he'll contact you directly.

The NOR's (Notice of Race) is on the [CBYRA site](#). There is also a race back the following day if you want to participate. That race will NOT be part of the CMA cruising event.

Come on out and join us in this fun event. The cost is only \$25. RSVP so we know you are coming. Contact us if you have any further questions.



Tri Dreaming on Swan Creek (courtesy of Terry Boram)

Racing Doug Dykman – Fleet Captain

Governor’s Cup was August 6th. The longest and one of the most popular races on the bay, starting off Annapolis and finishing at St. Mary College of Maryland.

- | | | |
|---|---------------|-----------|
| 1 | Wild Card | Tim Layne |
| 2 | Trinity | Dave Way |
| 3 | Triple Threat | Tim Lyons |

It was a great race, with a strong Northeasterly most of the night . [Click here](#) for more results .

Cedar Point Race took place on August 21st. In the usual, light and variable conditions, Dave Nees/Fitness Resource took line honors and first place.

- | | | |
|---|--------------------|-------------|
| 1 | Fitness Resource | Dave Nees |
| 2 | Temple of the Wind | Doug Dykman |
| 3 | Flying Circus | Rob Blesse |

We did not have enough boats to make a fleet for Annapolis Race Week. .

The NASS Race to Oxford and the Hammond Memorial Race follow on September 11th and 12th. Information can be found at <http://www.sailregattas.com/NASS/DesktopDefault.aspx> and https://www.regattanetwork.com/clubmgmt/applet_club_events.php?CLUB_ID=201 . Both of these are great races. There is a well attended party at the yacht club. We typically raft up at the club, although some of us opt to take a more protected berth at one of the clubs in the basin.

From the Cedar Point Winner - David Nees (edited by Doug Dykman in CAPS)

I have unofficially won the race I have to write up a report. Here is what I sent out to my stalwart crew, enjoy.

Well, I haven't had to write one of these for a while, but we won the Cedar Point race. It is a much a testament to never giving up as it is to sailing skills and tactics (although I and the crew would like to take some credit for the latter two elements).

We departed Roger's at 7:10 am to get up to Balt. light for the start. There was almost no wind, which didn't look promising as the race was to be held in more its original length, 50 miles. We were to sail from Baltimore light area to a buoy off Sharp's Isl. light. Thankfully the RC shortened the course to a mark just north of Bloody Pt. This was the same mark as last year. Only 14 boats showed up—total. Multihulls made up half which says we are, a) dedicated, b) optimistic or c) stupid. We were sailing with a reduced crew; Roger, me, Jodie and John Baker, who we grabbed at the last minute. I felt this would be an interesting time trying to run the spin with two newbies and one less on the team. I spent some time going through the raise, douse and jibe routines as we drove up to the start. I also gave John the short course about winches (not wenches) as I didn't want him to smash a finger.

With a NE to E wind we had a good port start and promptly had to pull off a hoist in close proximity to the fleet. I got yelled at a couple of times, but there were no disasters or fouls. The wind was coming around to the south more so we ran the spin very tightly sheeted. I'm impressed with how much to windward we can go with that big spin. As we approached the bridge it became clear that the spin wasn't helping any more and we had too much leeway on the boat. We doused it just in time and we were headed in a big way and struggled to go under the bridge near the center span. (Not knowing how much clearance there is under the other spans we took to measuring trucks on the bridge to gauge if we had enough clearance—a very imprecise guide but we seemed to have a large amount in reserve to cover errors in measurement.

During this part we had been keeping pace with Temple of the Wind (Temple) run by Doug Dykman with Trinity (Dave Way) shadowing us closely; both to leeward. Triangle, Gary Spesard, THIS WAS ROB BLESSE/FLYING CIRCUS was to windward and going as fast, or faster than us in the light wind. Triangle seems to be able to run away from everyone and looked to be doing it again. The next couple of hours consisted of staying on the port tack, squeezing all I could out of the wind (SE around 4 to 6 knots).

After lunch (which with Jodie on board was a distinct step up in variety and presentation, no offense to Chris who makes a great sandwich), I sent the crew up front on the lee hull. Jodie relaxed on the spin while Roger

strummed his guitar and John wondered if he was in the way of a romantic serenade. Meanwhile your dedicated skipper kept the boat moving and in contention against the other tris (except for Triangle).

Things got a little tactical as we neared the turning mark. We were well to the west of it by the time we tacked, but I wanted to get across to the east side of the bay and not be in some far off corner if the wind let us down. Dave Way THIS WAS GARY SPESARD/TRIANGLE had tacked way earlier and we comfortably passed him as we crossed tacks; so far so good. Temple came across later and we crossed ahead of him as well. We all had to take two more tacks to make the mark and I made sure to cover Temple all the way. At this time I did not know where Triangle was as we had lost track of them.



Rounding the mark we set the spin which created our only scary moment. On bad advice, John sort of ‘dumped’ the spin out as Roger started to hoist. It got caught by the wind and blew well away from the boat. I thought it might even touch the mark, tear on the buoy or shrimp, but we avoided all bad results and got it under control. Both Temple and Trinity TRIANGLE, THIS IS WHERE THEY RIPPED THEIR SAILS had trouble with their hoists behind us so we were safe. The wind had picked up to about 8 to 12 knots so Fitness Resource was able to steadily walk away from the pursuing tris. We held a starboard jibe which took us far over to the eastern shore. Roger and I felt the wind was getting lighter as we got near the crab line. We had hoped we

might find more pressure along the shore, but it didn’t seem worth it to go further in. We did a great jibe with the crew. Jodie floated out the burdened sheet, Roger got on the bow to run the clew across the bows and John madly pulled in the new sheet and wrapped it around the winch before it fully loaded up. I turned slowly to help it all come together while lustily cheering John to pull faster and faster. After the jibe, Roger would come back to the cockpit and reset the traveler. During a run, John did the grinding while Jodie did most of the spin trimming. Roger relieved here when her hands got too tired.

Out near the anchored freighters (there were four of them this day), we jibed on their east side in order to not get into any wind shadows. Temple and Trinity TRIANGLE followed us across, but went further past the anchored freighters. We seemed to be slowly and steadily pulling away. We jibe again about a mile before the bridge and went way over to the Severn in order to make the span we wanted to go under. The winds got squirrely under the bridge and north of it, but after we cleared that enormous disturbance we got going again with the mild but steady wind. We were the second boat to finish overall and first in class.

On the run back up the bay we never saw Triangle and lost sight of Trinity. We watched Temple finish about 10 minutes behind us and I learned later, after talking to Doug that we covered him by about 4 minutes. Triangle, Doug explained, tore their spinnaker and their jibe and retired. One can only wonder what happened as the wind was so moderate. Trinity and another tri, Flying Circus, went around the wrong mark. Trinity retired and went home to West River while Circus went



back to the correct mark and finished over an hour later.



Race time was about 4 hours which wasn't bad, but we added about another 5 hours for the round trip up there and back. Still got to the dock at about 6pm, tired but feeling fine after a long day on the water. John and Jodie did very well. John was quite game for any task and between them our jibes actually went quite well.

Coming in the West River we were greeted by that madman on his F16, also known as Lucky Duck. The wind was doing just fine now at about 12 to 14 knots and Ed was having a great time flying his hulls all over the river. Next up, is NASS Race to Oxford; an event not to be missed.

Pictures for this article are courtesy of Aaron

[Notes from the Newsgroup](#)

From Winner of Gov Cup - Tim Layne

Invictus and I were sailing neck and neck for about ten miles when abeam of cove point, then the wind lightened and they started to pull away and all we could do is follow their stern light. When we were about ten miles from Point No Point the wind picked up and we began to catch back up to Invictus. They could no longer carry their spinnaker and by the time they got it down and began sailing about 10-15 degrees higher with a head sail they took our stern and we never saw them until they passed us half way up the St. Mary's river. If we still had our large genoa we would have been the first boat over the line like we were the previous two times we did this race.



Courtesy of John Morfit

From new member Doug Frantz

Been too busy sailing to post on the internet!

Thanks to some kind folks, I've now been on an F-24, F-27, and F-31.

Currently, I'm finishing up another monohull sailing class. Completed my first sail as skipper-in-command: dock to dock, six hours, including night navigation, with no assistance from the instructor.

Still racing weekly. One week, I sailed every day but one. Also, I've successfully not bought a boat yet.

My only regret is not starting sooner.

Diary of a Dinghy National by Russ Wesdyk

Snipe are great fun. Two man dinghy, OD class. Great fleet of racers racing from Olympic experience to novice at SSA. Nationals at Naps (juniors on the weekend, open during the week) this week. We registered for it all. Daughter #1 helms juniors and I crew for her, then she goes off to crew for NE champion and I sail with daughter #2 as crew for open (competing w daughter #1).

Great fun class sailing Tuesdays. Daughter #1 traded tacks with Olympician this past Tuesday and was complemented by same (we lost by 2 inches) when Dad called for pin end finish (not favored as it turned out).

What a pain in the ***to get though measurement. Snipe motto is serious sail and serious fun. Measurement is serious hassle. AND my old basically free boat is 19 (!!!!) lbs overweight (that's slow) and the sails are older than dirt. I also find the local club guys pretty much wimped out and are not sailing so its me and the kids against the Nation's (and SSA's) best. Great... this is going to be ugly.

Up at 6AM, to the club, set up, rig and on the water (70 open boats and 18 juniors). Only the juniors sail weekend. Juniors are expected to win the open so this is no cake walk. Oh and Jon Anthony (my F27 crew) is sailing both series so my honor is at stake.

First race we launch well, are in 3rd when Dad calls for a tack to avoid starboard tacker while Daughter 1 (skipper) decided to duck. Main in (me) and helm up (her) is not a useful thing. Round and round we go doing circles for the foul. Now in 6th, and daughter is pissed. Round the ww mark we go. Dad says turn down. Boat inside does not - because he is rightly going to offset Dad forgot about. Round and round we go. Now in 8th. Daughter very angry and no longer talking to Dad (for next 2 legs... ouch). Talent shine through for the 1rest of the fleet and we lose 3 more boats (shocked we held them off in the leeward leg) upwind. Finish in 11th of 18. Frankly I am shocked at that good a result. Just glad we beat Jon.

Race 2 has Z flag. Conservative start at unfavored boat end. Tack to port and sailing fast. Huge cruiser crossing course. We go 30 yards more and tack to surf his wake... only to find we are 30 yards behind everyone. Left side got a huge shift that the right side did not. We are DFL by 40 yards only about 220 yards from the start. UGH!!! Grind, grind, grind get to 20 back at WW mark Daughter #1 talking now, grinds some more to be 5 back by LW mark. Get past 2 boats (including Jon... oh yea we keep score) and watch the bay turn to glass above the WW mark still 100 yards ahead before 2 LW leg. Fleet all gets around and keep the breeze for LW leg while the

last 3 (including us) sailing into HUGE bay swallowing hole before rounding. And are stuck in it all the way down the LW leg. Rich really do get richer. Go half mile south of rumb line to get new breeze, keep our lead of the back markers (its not supposed to be this hard to get your butt kicked). Breeze fills and sail a reach (instead of beat) to finish (we are 15th). We are 11 of 18 for the day. Hated the shape of the main all day. Switched mains for tomorrow. We will see.

Need drugs. Beer and scotch not working. Six more days till I am free (for family reunion... uh...). Might be breeze tomorrow (or not... its Naps) and Jon can put more poundage on the rail.

Multihull content... we saw a multi (looked like Corsair) sailing around the mouth of Naps harbor.

Now must sleep.

Join today. <http://groups.yahoo.com/group/ChesapeakeMultihull/>

Havre de Grace Fall Invitational - October 2, 2010

Fall is a great time to sail. The winds have increased and the cool nights makes for great sleeping. Take a sail north to do the Havre de Grace Fall Invitational. This is a great event with the best after party on the Bay. Steak and Salmon on the grill. Boats such as Rascal, Thrill Ride and Triangle have done this race in the past.

Take a trip north to join the fun. Register [here](#).

From Alec Dale - Skipper "Equilibre"

A report of their transat with ARC on "Equilibre" our Catana 381 catamaran from Hayes VA last year and the progress in their return this year.



Well, we made it. Four thousand miles, more or less, across the Atlantic and around the western Mediterranean to Ostia (Rome) on the coast of Italy, in our Catana 381 catamaran, Equilibre. It was mostly terrific, with a few really scary moments (as in about five days in the North Atlantic).

After a few months in prep and some lists not completed, we left the dock at Severn River, Virginia, to meet with the ARC Europe fleet in Bermuda to cross the pond in company. My brother Mike was along and cooking and stores were managed by the co-captain, Sharon. In a twist of fate, the only other catamaran in the rally Silly /seagull,, left the same dock 24 hours earlier after coming down from Annapolis for some last minute repairs.

The trip to Bermuda was eventful with a difficult time punching through the Gulf Stream and we were dragged so far North with SE winds (gale force at times) as well as the current, we considered bagging Bermuda and going to Ireland. The autohelm acted up and self tacked us several times, warning us about things to come with that unit. We saw lots of whales and dolphins who entertained us one route.

We had planned 7 days to Bermuda and made it in 8 to start with the ARC Europe fleet on May 20th. The only repair was to replace the topping lift which broke on a slamming wave. As arranged, we picked up another crew member, Tim, 30 years old and a Shark class champion from Canada, who was a friend of Mikes. With a crew of 4 we could do two three hour watches per day! When Tim discovered that Sharon was going to work at the Vatican, he borrowed a line from the Blues Brother's movie and announced we were on a "Mission from God" to get her to Rome.

As we should have predicted there were no prevailing westerlies and we set out against easterly trade winds which had been pulled to very high latitudes for this time of year. The monohulls soon left the two cats far behind going into the wind. We tried to go north to see if the westerlies might be there, even though the weather router said they weren't. (Well, our other choice was south and we didn't want to go to Africa). We did manage to find another couple of gales which got us going in the right direction but we got thoroughly soaked and managed a top speed of 17 knots on the GPS with just a little bit of the jib up. (Actually we were doing a more consistent 14 knots and hit 17 falling off a wave so it probably doesn't count.) The jarring from the 25 foot waves was so bad that at one point we lost both engines and the genset and our ability to recharge. We were passing around headlamps and furiously writing down positions every 15 minutes in anticipation of a power outage when Mike got one of the Volvo 18's running again. The electronic control cable had shaken off the block. That was all we had for the rest of the trip as the starboard engine dumped its oil in the bilge and the genset was variously pumping sea water all over itself or diesel fuel into its drip pan.



Also in the gales, we were not aware that our SPOT system was not functioning to reassure friends and family we were ok. Unfortunately, a French airliner mysteriously disappeared at the same time off Brazil in a storm so, now worried, our friends and family contacted the coast guard and has us listed as overdue in our communications. The coast guards from Hampton Roads and from Portugal both called us on the sat phone and wished us well. (Why didn't the friends and family call? Maybe they did and couldn't get through because of the storm). We discovered that modern communications are most unreliable in bad weather when you

need them most.

We each approached the tempests with our own style. We had to relieve the co-captain of her helm duties because of the experience factor. Her galley duties became much harder with the constant slamming of the waves. Tim stripped down to a bathing suit and hockey socks and whooped as we went down waves. I wore a dry suit under my foulies over my pantagoia outfit and looked like the Michelin man. Mike put on everything he owned and delighted in any foredeck work, usually beating out Tim for anything that had to be done. Off watch, we found it hard to sleep because of the slamming and water actually passing thru the portholes and finding new

points of entry in the forward births. The incredible thing was that the co-captain and gourmet chef kept to her planned several course meals and wine. I doubt anyone has ever eaten better, especially during bad weather. Also the toilets still functioned if you kept your eye on them. The water maker did not like rough water but we had lots of store water on board. The sails and rigging stood up well and we only lost one jib sheet and we had doubled it up so all we had to do was tighten the second sheet after the bang.

Whales did I mention the whales? We saw killers, Wrights, humpbacks, a blue and some we could not identify. Dolphins came every time the co-captain cooked bacon; about twenty or even a hundred would appear from downwind, curious about the smell. They would sometimes leap five or six at a time between the hulls. With our digital cameras, all the images were of the water after the dolphins re-entered the water.

One calm night, Tim was on watch and he could hear a whale blowing right behind the boat almost between the hulls. This was unnerving because the helm station is right in the center at the back of the cockpit. He awakened the co-captain who had staked out the settee as the quietest place on the boat and they both verified the sound but could not see the animal. As the animal was very close for 20 minutes, Tim yelled out, "You are not my type...go away.!" And the whale left....sometimes no means no.

Later, on the best day of the whole trip, Mike was on the helm with 15 knots off our starboard quarter with very little wave action. We had the big blue-and-white, asymmetrical spinnaker up when he called, "whale!" We were doing 8 knots and a huge blue whale was lumbering along at about 4 knots on the surface and on an intersecting course. Mike had to risk a jibe as he swerved to miss it and after checking the sails swerved back again. I had to yell, "Mike, veer off; you are going to hit the tail!" He managed to veer enough to miss the tail of the giant. It was fully one and a half times the length of the boat and we did not want to see what its mood would be like when it was rudely awakened. Sharon was on the forward on the net doing yoga and got a real close-up of the action. We were very lucky this all happened in daylight when we could avoid a serious collision.

After 19 days we arrived in Horta, Azores, to join the fleet in celebrations of the crossing. Tim flew back to Toronto after being a great crew. I would sail with him anywhere under any circumstance. We found engine mounts broken and waited for a week for the replacement board on our autohelm which succumbed to salt water about 5 days out of landfall. Fortunately we were adopted by our diesel mechanic who also ran a huge bed and breakfast with his delightful wife so we partied every night after the fleet left for the island of St. Michael. We sailed another week to Lagos, Portugal, held for a day and a half by a small gale right from where we wanted to go. Then it became very calm and we had to motor-assist for 3 days to avoid spending two weeks on the trip. Without Tim it was back to four hour watches. When my brother, Mike, left to return to work in Toronto, we were just doing coastal cruising with very few overnights.

We just loved Portugal. The people are, for want of a better word, gentle. It is as if they had all been born in Ohio. Our son, Elliot, joined us in Cadiz for the trip through the pillars of Hercules and the med. On August 11th we motored through the Straits of Gibraltar in flat seas against only a 6-9 knot head wind, which was a bit anticlimactic and Gibraltar was historic. We had a wonderful time cruising the coast of Spain for most of the summer. Cadiz, Valencia and Barcelona were big hits amongst the crew of Equilibre. Spanish fruits and vegetables (and wine and sausage and cheese) were just perfection. The food markets in Spanish cities are jaw-droppingly wonderful. The co-captain found Ibiza to be way over-rated but Elliot loved it. Palma de Mallorca is very nice and Formentera is gorgeous. We had our friends Rob and Nancy Smith with us for the Balearic portion of the trip (down from Barcelona). They were troopers in the face of some unpleasant wind and a thunderstorm.

Even though our cruising guide indicated that there would not be much wind in the Med. during the summer, we had wind and then some on most days. It might not have always been from the right direction, but that is sailing for you. We found that most weather predictions were useless when it came to wind direction. The weather was almost too good to be true. We had rain when we drove to Lisbon for a weekend on June 22. Then we did not see a drop of rain until Ibiza on August 10. We had a bit of rain on Sardegna on the last week. But that is it in the precipitation dept. I had not been this tanned since being a lifeguard. Sharon's hair went totally blond, I mean totally, from the sun.

Our son, Elliot who had joined us in Spain, sailed with us to Sardegna where he left by ferry. His classes at John Cabot University in Rome started the last week of August. He was a terrific help on the boat, having mastered the curious art of Mediterranean mooring, which involves the very quick tossing, catching and securing two stern lines and the setting of two bow anchor lines, all of which happens in two minutes or less.

Sardegna was one the best parts of the trip. We caught a perfect north wind (a maestrale) that brought us from the coast of Menorca to Sardegna in two days. We discovered the enchanting island, Carloforte, where Elliot sold all of the jewelry he had made in the last year to an excited jeweler. Then later that week we met up with our good friends, Caterina and Osvaldo and their darling daughters near Vilasimius and had a terrific day swimming in perfect turquoise water and then a glorious dinner on the beach later. Elliot took the ferry from Cagliari to get to Rome and the two captains sailed up the east coast of Sardegna to Olbia and then sailed over on a quick overnight sail to Ostia, where we stayed for the next eight months. The Porto Turistico di Roma is like a miniature city, with a post office, pharmacy, ATM's etc.

The boat needs myriad repairs. Nothing major (that already happened in Horta), but a laundry list of things to do and have done. Our hope to get some sailing in on weekends was marred by an engine that quit and needed to be replaced but a number of new friends on the dock took me out on some great sloops.

The Vatican Archives opened and Sharon was there most days until 1. I concentrated concentrating on boat stuff and working on my Italian. I was able to work with a student on some research at University of Rome 1, La Sapienza.. With some 60 percent of the documented works of art in the world being in Italy most of that in either Rome or Florence, we saw much art and spending January and February a on a great apartment outside of Florence provided more opportunities. Rome also provided great opportunities to overcome our one major disappointment of the trip that we had no opportunities to pursue our other passion, dance. We had missed a night of Latin dancing in Rota, near Cadiz, by one day and never found another place to ballroom dance on the way. We were a little rusty but had some great ball room dancing in Ostia Antica and learned (sort of) the European standard ballroom techniques which are a little different than American; and we found some great places to do the Argentine tango!

With a new motor, the captain and co-captain sailed from Porto di Roma on May 2nd, heading West. After numerous adventures we reached Tennerife to wait for the hurricane season to be over in November. Now all we have to do is the Columbus route to finish the Atlantic circle.

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Please note that sometimes we put equipment on sale at pretty aggressive prices which actually may be lower than the coupon pricing. If you find that, just enjoy the added savings. I also want to take this moment to let everyone know that we are now in the bicycle business, having taken on Jamis and Bianchi bikes. Bicycles are a great way to get around and get in shape during the warmer weather. Bicycles also improve balance and keep you in touch with your inner child (keeps you young at heart). If you have any questions about this program, or anything else related to fitness, bicycles or sailing, feel free to contact me at dnees@fitnessresource.com or call at 703-796-8812.

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2010 Racing Schedule

<u>Date</u>	<u>Race</u>	<u>High Point</u>	<u>Long Distance</u>	<u>Elapsed Time</u>	<u>Sponsor</u>	<u>Sanction #/ NOR</u>	<u>Associated Events</u>
5/22/10	GSA Tune-up Series			.	GSA	101/102	
5/29/10	MRYC Annapolis to Miles River Race	.	.	.	MRYC	316	Raft-up
5/30/10	Miles River Race Back	.		.	WRSC	317	
6/12/10	EYC/AYC Leukemia Cup	.		.	EYC	320	
6/12/10	NEYRC				NEYRC	103	
6/26/10	GSA Northern Bay Race Week	•x2		.	GSA	104/105	Raft-up
6/27/10	GSA Northern Bay Race Week	•x2		.	GSA	106/107	
7/10/10	BCYA/MRSA Race to Baltimore	.	.	.	BCYA	203	
7/11/10	RCRA Baltimore Harbor Lighthouse Classic	.		.	RCRA	204	
7/16/10	EYC Solomons Island Invitational	.	.	.	EYC	327	
8/6/10	StMCSA Governors Cup	.	.	.	SMCSA	335	Raft-up
8/21/10	GIYS Cedar Point Race	.	.	.	GIYS	207	Stonington Party
9/11/10	NASS Race to Oxford	.	.	.	NASS	341	Raft-up
9/12/10	TAYC Hammond Memorial Race	.		.	TAYC	343	
9/18/10	PSA to Queenstown				PSA	208	Raft-up
9/19/10	Queenstown Race Back				PSA	209	
10/2/10	Havre de Grace Fall Invitational			.	HdGYC	109	
10/16/10	USS Constellation Cup				USS Constellation		
10/23/10	BCYA Baltimore Harbor Leukemia Cup	.	.	.	BCYA	210	
10/24/10	RCRA Baltimore Harbor Fall Back	.		.	RCRA	211	